

**City of Lincoln Public Works & Utilities Department  
Lincoln-Lancaster Planning Department**

Memorandum

**TO:** Planning Commission

**FROM:** Kathleen Sellman, Director of Planning *WS*  
Roger Figard, City Engineer, Public Works & Utilities *RAF*

**DATE:** July 18, 2001

**SUBJECT:** *Request for Information #4, South and East Beltways: Revised Staff Recommendation — Corridor Width and Freeway Designation*

**COPIES:** Mayor Don Wesely, Ann Harrell, Mayor's Office  
Don Thomas, County Engineer  
Allan Abbott, Scott Cockrill, Virendra Singh, Public Works & Utilities  
Kent Morgan, Stephen Henrichsen, Mike Brienzo, Planning

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**Background:**

The staff recommendation of June 25<sup>th</sup>, 2001 is being revised to address two issues:

- 1) On June 30, 2001 the Metropolitan Planning Organization Transportation Technical Committee met to review the four proposed beltway recommendations. The committee unanimously endorsed the staff recommendation, with one clarification requested by the Nebraska Department of Roads. The change was to designate the beltway as a "freeway" rather than a "limited access expressway" in order to clarify the intent that the beltway be without any at grade crossings, driveway access points or traffic signals. This has been the intent of the beltway process from the beginning and was the intent of the staff recommendation.
- 2) Several members of the public have expressed concern about the impact of the beltway on their property and have requested minor adjustments in the route. If a Beltway route is adopted into the Comprehensive Plan, the City would work with the Nebraska Department of Roads (NDOR) to proceed with corridor protection. At that time, those agencies would work together to develop final design plans to determine more precisely where and how much right of way will be needed to construct the freeway. Also at that time the engineers will be able to determine where minor adjustments can be made to minimize impacts to properties in the corridor. If either beltway became a NDOR project, there would be additional public comment and review periods on the final design. At this time, the corridor in the Comprehensive Plan is proposed to be approximately 1,320 feet in width to allow for flexibility in the final design stage (660 feet from the centerline.)

### Recommendation:

- 1) The staff reports and recommendations for Comprehensive Plan Amendments #94-62 through 65 are hereby amended to change any references to the south and east beltway routes from "limited access expressway" to "freeway." References to the future of Highway 77 as a "limited access" roadway are also changed to "freeway."
- 2) Revise the staff recommendation for the language on page 104 and 105 of the Comprehensive Plan as follows:

"Now that the corridor has been established the next step is for corridor protection, right-of-way acquisition and to develop an aggressive program to commence the process of funding requests. For the purposes of final design, the roadway corridor is approximately 1,320 feet wide to allow flexibility in the final design of the roadway. Every effort should be made to reduce the impact on adjacent residences when possible. The trail, open space and utility uses may be outside of the 1,320 feet corridor.

The beltway route is a multi-use corridor which should incorporate the following features in addition to the four lanes of roadway:

- a. trails and pedestrian facilities,
- b. linear open spaces integrated into development and open space patterns in the development of Lincoln,
- c. utility corridors, and
- d. potential route for alternative transportation modes.

As a multi-use corridor there will need to be significant advance planning and coordination among various agencies. Planning and financing of the roadway construction and the other uses in the corridor should proceed concurrently. The development of an open space corridor along significant portions of the beltway is an important aspect of integrating the roadway into the goals of the Comprehensive Plan and one way to address the impact of the beltway on natural environment."